

Achigan (YT-218) was laid down on 23 July 1943 at Ipswich, Mass., by W. A. Robinson, Inc.; redesignated a large harbor tug and reclassified YTB-218 on 15 May 1944; launched on 4 October 1944; and placed in service on 9 January 1945.

Assigned to the 4th Naval District, *Achigan* spent most of her naval career at the Philadelphia Naval Shipyard. On the afternoon of 8 January 1946, she sank at Philadelphia as a result of a collision with *General J. C. Breckenridge* (AP-176). Later salvaged, the tug returned to service at Philadelphia in mid-1947. *Achigan* served there until the summer of 1956 when she was transferred to the 6th Naval District. The meager record of her service indicates that the tug served in the 6th Naval District into 1957 and was disposed of later that year.

Achilles

A character in Homer's epic poem, the *Iliad*. Achilles—the son of Peleus, King of the Myrmidons, and of Thetis, daughter of Nereus—occupied a position of preeminence among the Greek warriors who besieged Troy.

The single-turret, shallow-draft *Casco*-class monitor *Modoc* (*q.v.*)—launched on 21 March 1865 and completed in June 1865 at the New York Iron Shipyard, New York, N.Y., by Jeronimus H. Underhill—was renamed *Achilles* on 15 June 1869, but reverted to *Modoc* on 10 August of the same year.

(LST-455: dp. 4,100; l. 328'0"; b. 50'; dr. 11'2"; s. 11.6 k.; cpl. 255; a. 1 3", 1 40mm., 6 20mm.; cl. LST-1)

The unnamed tank landing ship, *LST-455*, was laid down on 3 August 1942 at Vancouver, Wash., by the Kaiser Co., Inc.; launched on 17 October 1942; and commissioned at her builder's yard on 30 January 1943, Lt. Clarence Cisin, USNR, in command.

Adjudged ready for service, *LST-455* sailed from San Diego on 20 February for San Francisco and shifted thence to Hunters Point, and, later, to the Mare Island Navy Yard, Vallejo, Calif., where she completed fitting out and manning. She cleared the Golden Gate on 8 March, bound for the South Pacific and, a month and a day later, arrived in Samoan waters, en route to Australia. She ultimately reached Sydney, New South Wales, via Wellington, N.Z., on 2 May 1943. However, while she had been en route, plans were made that would significantly change her operations in the years that lay ahead.

Amphibious assaults on Japanese-held islands in the South and Southwest Pacific theater had involved virtually hundreds of landing craft of all types and sizes, ranging from small craft to infantry landing craft and tank landing craft (LCI's and LCT's, respectively). Since these specialized assault craft, of comparatively light construction, could not be repaired with the few facilities and men available to them alone, orders went out that several tank landing ships would be converted to special landing craft repair ships (later classified as ARL).

However, modifying existing LST's in stateside yards required time—a critical commodity in the fairly steady pace of the amphibious island-hopping campaigns—that the forces fighting at the front did not have. At this point, *LST-455*, then in Australian waters, came under the gaze of these amphibious planners.

In one month, lathes, welding machines, as well as cutting outfits and repair tools for the necessary types of craft, were installed on board. Departmental shops of many kinds—ranging from machine shops to motor repair work, to shipfitting, to metalsmith, to electric, and radio repair, took shape in what had once been the cavernous tank deck. Experienced personnel, trained in ship repair work, were assigned to the ship and almost doubled the size of her complement. Ready for service by the latter part of May 1943, the former tank landing ship departed Australian waters, bound for New Guinea, and arrived at Milne Bay on 2 June 1943. She immediately commenced the work for which she had been converted, repairing LCI's under the guidance of the repair officer of *Rigel* (AR-11). In a comparatively short span of time, *LST-455*'s men, eager and capable, enabled their ship to receive letters of commendation for her efficient work.

While she lay at Milne Bay, further alterations changed the ship's topside appearance: two evaporators were placed on her deck, enabling her to produce potable water for thirsty ships and

craft; and a long deckhouse was added amidships. This work was done by the ship's force, working almost 'round the clock. Two king posts for hoisting supplies and gear on board were also added, forward, just abaft the elevator to the old tank deck. *LST-455*, in the words of her chronicler, "was the front line experiment for landing craft repair ships and as a result of her needs other ships could be more properly fitted out." Meanwhile, according to that historian, her men were developing a special pride for their ship.

On 4 September 1943, Vice Admiral Daniel E. Barbey's 7th Fleet Amphibious Forces put Australian troops ashore on the Huon Peninsula, near Lae, New Guinea. *LST-455* moved up to support these operations from Morobe Bay and, at 1100 on 12 September, lay anchored there among the Allied ships, presenting a tempting target by virtue of the nest of LCI's alongside. Nine Japanese dive bombers, escorted by nine "Zero" fighters, attacked the shipping in Morobe Bay and singled out *LST-455* for attention, scoring a direct hit aft. A large bomb hit the stern, passed through the galley, and exploded in the crew's quarters, aft, starting fires and trapping men in the after steering room. Determined sailors battled the blaze and cut through bulkheads to rescue the trapped men. The damage control measures were directed by the ship's commanding officer, Lt. E. A. Peterson, USNR (who had relieved Lt. Cisin in August) and won him a Navy Cross for personal heroism.

Although she had been heavily hit, *LST-455* shot down two of the attackers. By nightfall, her men had extinguished the blaze and commenced initial repairs. She had suffered the loss of 18 men killed; 11 were wounded; and six men were missing. *Sonoma* (ATO-12) then towed *LST-455* to Milne Bay where the repair ship was berthed alongside *Rigel*. However, the need for *LST-455*'s services was so urgent that she was soon back to work repairing LCI's even though her own severe damage had not yet been fully corrected.

In March 1944, *LST-455* received orders to proceed to Buna, New Guinea, to ready landing craft for the impending invasion of western New Guinea. In May, she shifted to Alexishafen, New Guinea, and over the ensuing weeks tended her charges there, and at Sek Harbor and Bostran Bay. For her work on two flotillas of LCI's, the ship received commendation from Vice Admiral Barbey, commanding the 7th Fleet's Amphibious Forces.

On 21 August, the ship was named *Achilles* and reclassified officially as a landing craft repair ship, ARL-41. Soon thereafter, she proceeded north to participate in the reconquest of the Philippine Islands.

Achilles sortied from Hollandia with the first reinforcement group in the invasion of Leyte, reached Philippine waters on 20 October, and anchored off Dio Island on the morning of the 22d. Over the ensuing days, *Achilles* tended LCI's off the beachhead, often only 1,000 yards from the shore, shifting her anchorage daily at sunset to prevent Japanese reconnaissance planes from pinpointing her position.

As the invasion proceeded, all Service Force ships were shifted to anchorages off Samar, in San Pedro Bay. There *Achilles* saw daily evidence of a new weapon unveiled by the Japanese in their relentless attempt to disrupt the American offensive—the kamikaze ("Divine Wind"), planes flown by Japanese pilots on one-way missions of destruction.

During the first four days of November, the weather provided a respite from the kamikaze, although it came in the form of a typhoon which buffeted the ship. When the clouds finally cleared, the kamikaze returned. Around 1300 on 12 November, after sporadic alerts during the morning, *Achilles* received a warning that bogeys (enemy aircraft) were in the vicinity. The ship immediately went to general quarters to watch and wait as before. Lookouts soon pinpointed three "Zekes" (Mitsubishi A6M5 "Zero" fighters) heading on a course that would take them across *Achilles*' bow. As the landing craft repair ship's forward guns commenced firing, one plane passed ahead; the second, however, turned tightly and commenced a dive straight at *Achilles* as she and the four LCI's moored to her lay immobile.

The repair ship's gunners scored hits on the diving plane, but could not stop the suicider which crashed into the ship, forward, its motor tearing through the main deck. The plane itself hit the forward deckhouse in the carpenter shop, where number one repair party had gathered at its battle station. After the deafening explosion that wiped out the repair party, orange-red flames (caused by gasoline from the burning aircraft) swept across the weather deck, while parts of the "Zeke" tumbled through the

air, some landing 250 yards astern. Fires immediately spread, their progress unchecked due to the disruption of the forward fire mains upon impact of the airplane.

By sunset, damage control parties had extinguished the flames and had turned to the grisly task of accounting for the casualties. The kamikaze crash had killed 19 men and wounded an additional 28; 14 men were unaccounted for, many of these literally blown to bits in the explosion that followed the suicider's impacting the ship. Yet, as the ship's chronicler wrote later: "The bravery and coolness of the men battling the fires and helping the wounded makes one proud of the *Achilles'* crew . . ." Exemplifying this bravery was Ray Dunwoody, a civilian technician, whose conduct had earned him the recommendation for a Navy Cross. Although regulations did not permit the award of such a decoration to a civilian, Dunwoody did, in fact, later receive a commendation letter in which his heroism was recognized fully.

Although now unable to perform the full range of services she had been providing—since the fires following the kamikaze crash had claimed her stock of spare parts—*Achilles* remained in San Pedro Bay until 27 November, doing what she could. On that day, she headed for Hollandia, where she received repairs to the damage wreaked by the kamikaze and took on a load of spare parts before continuing on to Manus in the Admiralties. There, she picked up more supplies before returning to Hollandia to resume tending landing craft.

In the latter half of February 1945 and early March, *Achilles* returned via Biak to Leyte, but quickly proceeded to Subic Bay and Mindoro, spending a week in each place, tending LSM's and carrying out her vital support work. During the latter part of April, *Achilles* moved down to Morotai, in the Netherlands East Indies, for further tender duty, readying landing craft for the impending invasion of Borneo.

Participating in the initial landings at Brunei Bay, Borneo, *Achilles* again came under air attack, when a "Dinah" loosed two bombs that landed 50 yards off her starboard beam. This attack, on 10 June 1945, caused no damage to the ship, although shrapnel wounded two men in *Achilles'* crew. The repair ship remained at Borneo until she returned to the Philippine Islands late in July to join the forces marshalling there for the projected invasion of the Japanese homeland.

However, the capitulation of Japan in mid-August obviated Operation "Olympic" (the assault against the home islands of Japan) but did not end operations for *Achilles*. She repaired landing craft into the fall of 1945, relieved on station by *Proserpine* (ARL-21). Proceeding to Hawaii, *Achilles*, in company with *Remus* (ARL-40), reached Pearl Harbor on the last day of October.

After five days at that Pacific base, which had provided "the first glimpse of civilization in over two years" to veteran sailors of *Achilles*, the repair ship departed Hawaiian waters, bound for California, and passed through the Golden Gate on 28 November 1945. Anchoring in San Francisco Bay and disembarking 165 passengers brought from Pearl Harbor, *Achilles* proceeded thence to Stockton, Calif., for repairs to her generators and heating system. She remained there until getting away for the Gulf of Mexico on 4 January 1946.

Transiting the Panama Canal on 20 January and lingering for a day at Colon, on the Atlantic side of the isthmus, the repair ship reached New Orleans before the end of January and soon commenced work preparing LSM's and LCS's for inactivation, a task she performed into the summer. Decommissioned on 19 July 1946, *Achilles* was struck from the Navy list on 28 August 1946.

On 14 March 1947, the Navy decided to transfer *Achilles* to China under lend-lease; and, on 8 September 1947, the repair ship was delivered to representatives of the Chinese Navy at New Orleans. Commissioned as *Hsing An*, on 5 November 1947, she sailed for China two days later. Little is known of the ship's active service under the Chinese flag, except that in fleeing the Red Chinese advance in 1949, she ran aground. Her crew then set fire to the hulk to deny the Chinese communists her use. The veteran of bombing at Morobe Bay and the kamikaze in San Pedro Bay, however, proved tougher—the communists salvaged her, refitted her, and renamed her *Taku San*. Her ultimate disposition, however, is cloaked in the mystery that usually surrounds ships that come into the hands of the Red Chinese Navy.

The ship received three engagement stars for her World War II service: one as *LST-455* and two as *Achilles* (ARL-41).

Achomawi

An Indian tribe native to California who are also known as the Pit River Indians

(ATF-148: dp 1,675; l. 205'; b. 38'6"; dr 15'4"; s. 16.5 k.; cpl. 85; a 1 3", 2 40mm., 2 20mm., 2 dct.; cl. *Navajo*)

Achomawi (AT-148) was laid down on 15 January 1944 at Charleston, S C., by the Charleston Shipbuilding & Drydock Co.; redesignated ATF-148 on 15 May 1944; launched on 14 June 1944; sponsored by Mrs. J. F. Veronee; and commissioned on 11 November 1944, Lt. R. H. Teter in command.

The tug departed Charleston on 28 November bound for the Chesapeake Bay for shakedown training. She then entered the Norfolk Navy Yard, Portsmouth, Va., for post-shakedown availability. Late in December, *Achomawi* arrived back at Charleston but soon sailed for Wilmington, N.C., to pick up *ARDC-4* for towing to the west coast. The tug transited the Panama Canal late in January 1945 and continued on to San Pedro, Calif., where she arrived on 17 February.

Achomawi operated along the west coast through 3 March. On that day, she got underway from San Francisco, Calif., bound for Pearl Harbor, Hawaii, with two pontoon barges in tow. Upon her arrival in Hawaiian waters on the 16th, the tug commenced target towing and mooring duties in the Pearl Harbor area and remained at the task until 22 May, when she shaped a course to Okinawa with three barges in tow. She made stops at Eniwetok and Guam before reaching Okinawa on 1 July. The vessel then assisted in moving Service Division 104 from Kerama Retto to Buckner Bay, Okinawa. She set sail on 12 July with a convoy bound for Guam.

Achomawi reached Guam on the 17th and, five days later, got underway for Eniwetok. At that atoll, she assumed duty with Service Division 102 and operated there through the end of World War II in mid-August. On 15 October, she shaped a course for Tokyo, Japan. The tug arrived there 10 days later and departed Japanese waters on 9 November, bound for Ulithi. At that atoll, the tug took *Malvern* (IX-138) in tow and got underway for the Philippine Islands. She reached Manila on the 19th and operated in the Luzon area through 6 December.

Later that month, *Achomawi* attempted to tow three barges from Samar, Philippine Islands, to Okinawa. En route, two broke loose due to heavy seas and were lost. The third capsized due to shifting cargo and had to be destroyed. The tug finally arrived at Okinawa on 29 December.

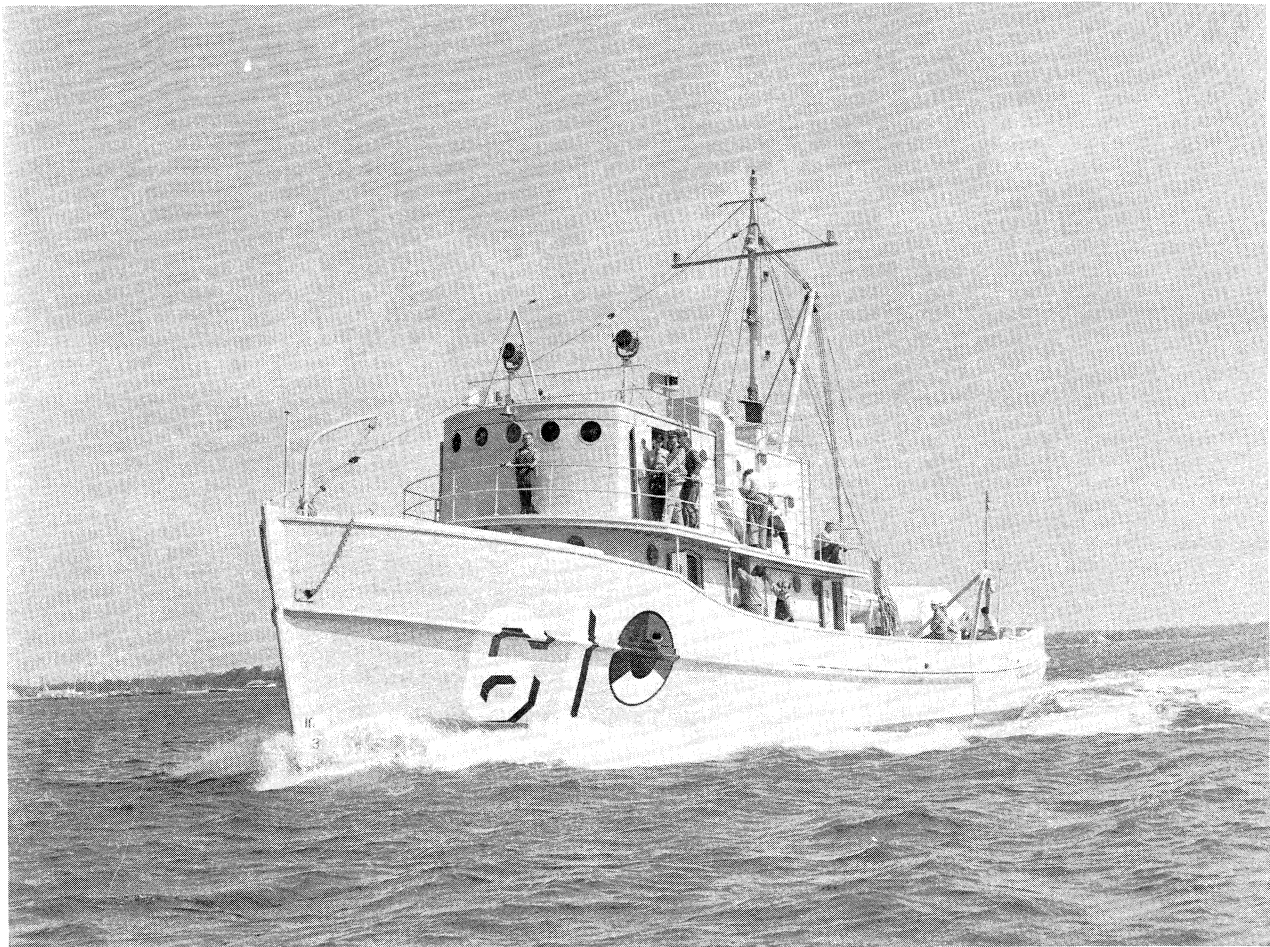
On 12 January 1946, *Achomawi* got underway for the west coast of the United States. She made port calls at Eniwetok, Kwajalein, Johnston Island, and Pearl Harbor. The tug finally made San Francisco on 3 March. After spending one month in port there, *Achomawi* departed California in early April to return to the western Pacific to support Operation "Crossroads," which involved atomic testing at Bikini Atoll. The tug carried out various towing assignments between Pearl Harbor, Bikini, Eniwetok, and Kwajalein. She was released from this operation in August, left Hawaii on 14 September, and arrived in San Francisco Bay on 2 October.

Early in December, *Achomawi* received orders to proceed to the Panama Canal Zone. She touched at Balboa on 29 December and picked up *ARD-6* for towing to Jacksonville, Fla. The tug then transited the canal and reached Jacksonville on 4 January 1947. After delivering her tow, she set a course for New Orleans, La. Upon her arrival on 9 January, the ship entered preinactivation availability. *Achomawi* completed this in early March and got underway on the 9th for Orange, Tex. She was decommissioned there on 10 June 1947 and was laid up at Orange. Her name was struck from the Navy list on 1 September 1962. The vessel was then transferred to the Maritime Administration and was laid up at Mobile, Ala.

Acme

I

(AMc-61: dp. 221; l. 97'6"; b. 22'6"; dr. 9'; s. 10 k.; cpl. 17; a. 2 .50-cal.; cl. *Accentor*)



Acme (AMc-61) underway on trials in late 1941, in "Navy Gray" and displaying the red/white/blue/black Mine Force insignia on her bow. (19-N-26216)

Laid down while still unnamed on 31 March 1941 by the Greenport Basin & Construction Co., Greenport, N.Y., *AMc-61* was named *Adamant* on 17 May 1941; renamed *Acme* on 23 May 1941; launched on 31 May 1941; sponsored by Mrs. John Q. Adams, the wife of the president of the contractor; and commissioned on 11 September 1941, Lt. Marcus L. Whitford in command.

Following shakedown, *Acme* was assigned to the Atlantic Fleet. The ship proceeded to Yorktown, Va., where she engaged in minesweeping operations through mid-November. On 23 November, *Acme* arrived at New London, Conn., and began minesweeping and patrol duties in that area. *Acme* underwent a period of restricted availability at the Boston Navy Yard from 2 to 23 February 1942. The minesweeper departed Boston to return to New London on 3 March. On 8 March, *Acme* was decommissioned and placed in service at New London and operated in coastal waters of New England and New York through the end of the war in Europe. In June 1945, the ship proceeded to Charleston, S.C., where she arrived on the 28th. She was placed out of service there on 13 December 1945 and laid up in the Wando River. Six days later, she was declared not essential to the defense of the United States and slated for disposal. The ship was struck from the Navy list on 3 January 1946 and transferred to the Maritime Commission on 3 March 1947. She was simultaneously delivered at Charleston to her purchaser, Mr. Lloyd W. Lambert of Baltimore, Md.

II

(MSO-508. dp. 633; l. 172'; b. 35'; dr. 10'; s. 15 k.; cpl. 80; a. none; cl. *Acme*)

The second *Acme* (MSO-508) was laid down on 16 November 1954 by the Frank L. Sample Shipyard, Boothbay Harbor, Maine; launched on 23 June 1955; sponsored by Mrs. Cornelius M. Sullivan, the wife of Capt. Sullivan who was then serving as chief of staff of the 3d Naval District; and commissioned on 27 September 1956, Lt. James W. Foust in command.

Following shakedown along the east coast, the ocean minesweeper proceeded, via the Panama Canal, to the west coast. She arrived at Long Beach on 8 December and was assigned to Mine Division 73, Mine Squadron 7. After a short upkeep period, *Acme* got underway on 4 March 1956 for a deployment to the Far East. During this cruise, she visited Pearl Harbor, Hong Kong, and various ports in Korea, Taiwan, and Japan before returning home on 20 August. On 7 October, the vessel entered the Long Beach Naval Shipyard for extensive sound reduction repair work which was completed on 6 March 1958. She next participated in a training program as a unit of Mine Force, Pacific Fleet. In October 1958, she took part in a joint operation with the Royal Canadian Navy off the coast of British Columbia.

The ship began the year 1959 operating in the Long Beach area. In April, she began a three-week period of refresher training at San Diego. Next, *Acme* undertook a mine countermeasures refresher training program at Port Hueneme, Calif. On 17 August, she deployed to the Far East with Mine Division 73. Following stops at Pearl Harbor and Midway, the minesweeper arrived at Yokosuka, Japan, on 14 September. A fortnight later, she moved to Sasebo and continued to operate in Japanese and Korean waters through mid-December. She visited Fukuoka and Kure, Japan, and Pusan and Chinhae, Korea. She also participated in joint minesweeping operations with the Republic of

Korea Navy at Chinhae and with the Japanese Maritime Self-Defense Force at Kure. On 17 December, *Acme* got underway and proceeded independently to Hong Kong, where she arrived on 22 December and rejoined other sweepers of Mine Division 73. On 30 December, the ship arrived at Subic Bay, Philippines.

After beginning 1960 in an upkeep status at Subic Bay, *Acme* arrived in Bangkok, Thailand, on 13 January. Following five days of liberty in Bangkok, she got underway with units of the Royal Thai Navy and conducted tactical exercises en route to Sattahip. The exercises were completed on 22 January, and *Acme* returned to Subic Bay on 29 January. Following a week of voyage repairs, she sailed on 8 February for her home port, Long Beach, and made brief stops at Guam, Midway, and Pearl Harbor before reaching California on 13 March.

The ship participated in a joint United States-Canadian minesweeping exercise in the Long Beach area from 18 to 23 April; then began four months of availability. On 15 August, she got underway for Esquimalt, British Columbia, to rendezvous with Canadian naval forces for joint exercises which continued into September. On the 10th, *Acme* returned to Long Beach and, from 26 October through 6 November, took part in exercises with Canadian units off Camp Pendleton, Calif. *Acme* returned to Long Beach on 15 November and remained there through the end of the year, 1960.

The minesweeper began another overhaul on 13 January 1961. Previously, she had been chosen to test special mine countermeasures equipment; and, during this yard period, it was installed. The ship got underway on 29 May, conducted refresher training at San Diego, and returned to Long Beach early in July. For the next two months, technical and operational checks were made on *Acme's* experimental equipment. From 28 August to 10 September, *Acme* held type training. On 13 September, the ship got underway to take part in Operation "Gray Fox," a mine warfare exercise held along the California coast. She finished this task on 30 September and returned to Long Beach. From 2 to 27 October, *Acme* was in restricted availability for installation of more equipment and put to sea on 7 November for shakedown. She returned to her home port on 22 November and spent the remainder of the year in an upkeep and leave period.

Acme spent the year 1962 conducting tests and operational evaluations of her new mine countermeasures equipment which took her to various points along the California coast. This routine was broken by periods of upkeep and drydocking before the vessel ended the year anchored in Long Beach.

The first two months of 1963 saw her continuing experimental work. From 2 to 23 March, she participated in Operation "Steelgate," with Canadian forces off the California coast near Camp Pendleton. After a week of liberty in San Francisco, *Acme* returned to Long Beach for an overhaul which was followed by three weeks of refresher training out of San Diego. Upon her return to Long Beach on 2 August, *Acme* took part in an operational evaluation of Seantette, an underwater electronic system. From mid-September through 10 November, she held type training and returned to Long Beach on the 21st.

Acme got underway for type training on 6 January 1964 and spent most of February assisting in the evaluation of the Seantette system. From 24 February to 10 March, she conducted mine countermeasures operations off Santa Rosa Island and then devoted the next seven weeks to a tender availability. On 27 April, she commenced training operations in the area off Huntington Beach, Calif., and Santa Catalina Island. Following completion of shakedown, she began alternating mine recovery operations off the California coast with periods of upkeep at Long Beach. The sweeper completed her operations on 7 December and entered a holiday leave and upkeep status.

Acme entered the Long Beach Naval Shipyard on 11 January 1965 for the installation of a new sonar system. She was underway on 8 March and sailed to the naval electronics laboratory at San Diego for tests and evaluations of her newly installed equipment. The ship returned to Long Beach on 27 May and began preparations for major yard work. On 7 June, she arrived at the Harbor Boat Building Company in Long Beach for repairs which lasted until 19 August. Then came two months of exercises. On 22 November, *Acme* began further evaluation of experimental equipment. In mid-December, she spent one week in mine hunting operations before returning to Long Beach on 20 December.

From mid-January until May 1966, *Acme* evaluated her mine hunting and surveillance system before sailing north and partici-

pated in the Rose Festival at Portland, Oreg., from 8 until 13 June. The minesweeper participated as a unit of Mine Squadron 7 in a mine exercise at Santa Rosa Island from 18 to 28 July. Following a month of restricted availability at Long Beach, she took part in Exercises "Eager Angler" and "Baseline II." During November, the ship conducted type training and closed the year at Long Beach in a leave and upkeep status.

During the first four months of 1967, *Acme* was involved in various minesweeping exercises. On 1 May, she entered the Long Beach Naval Shipyard for a restricted availability during which all of her experimental equipment was removed, thus ending her research and development efforts. The availability concluded on 4 August; but the ship began a regular overhaul on 1 September at San Pedro, Calif. During this time, a twin 20-millimeter gun was mounted on the vessel's forecastle. She got underway on 9 December and sailed with five other minesweepers to rendezvous with the SS *Queen Mary*. They escorted her on her last voyage into the port of Long Beach.

Acme held refresher training from 3 to 19 January 1968. On 28 January, she and 13 other minesweepers were alerted to prepare for an emergency deployment in view of the capture of *Pueblo* (AGER-2) by the North Koreans. By the first week of February, it became apparent that a deployment would not be necessary; and *Acme* began preparations for mine countermeasures refresher training and an ensuing upkeep period. On 1 April, she sailed for the western Pacific. Ten days later, she arrived at Pearl Harbor and, after two days of replenishment, got underway with units of Mine Division 94 and *Force* (MSO-445) to participate in Operation "Barstur." On 14 April, *Acme* resumed her voyage west and arrived at Yokosuka, Japan, on 4 May. The vessel departed that port on 17 May, bound for Chinhae, Korea, and a joint American-Korean exercise. She returned to Sasebo on 28 May and began preparations for a deployment off the coast of Vietnam. On 6 June, *Acme* relieved *Firm* (MSO-445) as a barrier patrol ship. She was in turn relieved on 9 July and sailed to Singapore for an availability period. On 30 July, she sailed to Bangkok, Thailand, for a joint exercise with British and Thai naval forces. Upon arrival at Sattahip, *Acme* developed engineering problems. The vessel was detached from the exercise and sailed to Subic Bay for repairs. She got underway again on 2 September bound for Danang. Upon her arrival there, the engineering problems recurred, and *Acme* was rerouted to the Philippines. She finished the passage to Subic Bay under tow by *Lowry* (DD-770) and finally reached the American naval base on 15 September.

Acme set sail for the United States on 27 October. En route, she made port calls at Guam, Kwajalein, the Johnston Islands, and Pearl Harbor; arrived at Long Beach on 3 December; and spent the rest of the year in leave and upkeep.

On 13 January 1969, *Acme* entered drydock at Terminal Island, Calif., for correction of difficulties with her controllable pitch propellers. The availability was completed on 20 March, and the minesweeper began sea trials. However, repeated casualties to the propeller system required further repair work before the ship was finally ready to return to duty on 21 April. Various training exercises occupied the ship from late April through July, and mine warfare Exercise "StrikeEx 3-69" kept her busy from 15 to 27 August. Then, after two months of preparations for a deployment to the Far East, she departed for the western Pacific. She stopped briefly at Pearl Harbor, Johnston Island, and Kwajalein for minor repairs, stores, and fuel, and remained at Guam in upkeep from 2 until 8 December, before proceeding to Subic Bay. The minesweeper steamed on to the Vietnamese coast where, on 19 December 1969, she relieved *Excel* (MSO-439) and assumed Market Time patrol duties which lasted through 11 January 1970, the day the ship put in to port at Subic Bay.

After a month of leave and upkeep, *Acme* began her last Market Time patrol on 12 February. She remained off the coast for almost two months before returning to Subic Bay on 6 April. *Acme* sailed to Keelung, Taiwan, on 25 April and pushed on to Sasebo, Japan, on 4 May. From this port, *Acme* began her journey back to Long Beach. Pausing briefly at Pearl Harbor, *Acme* reached her home port on 9 June. Her next action came on 14 August, when *Acme* took part in Operation "High Desert" off the southern California coast. The minesweeper was back in Long Beach on 21 August.

On 1 September, *Acme* reported to the Naval Inactive Ship Facility, Long Beach, for deactivation. She was decommissioned on 6 November 1970, and her name was struck from the Navy

list on 15 May 1976. She was sold on 6 January 1977 to Oskco Edwards, of Capistrano Beach, Calif.

Acme received two battle stars for her Vietnam service.

Acoma

An Indian tribe of the Keresan family native to Valencia County, N. Mex.

I

(SP-1228: t. 13.45; l. 60'; b. 11'8"; dr. 2'11"; s. 25 k.; a 1 1-pdr., 1 mg.)

Acoma (SP-1228), a section patrol motor boat, was built in 1917 by the Gas Engine & Power Co. and Charles L. Seabury Co., Morris Heights, N.Y.; acquired by the Navy on a free lease from Theodore D. Partridge of New York City on 25 September 1917; and commissioned on 18 October 1917, Chief Boatswain's Mate Clarence E. Sterrett in command.

Acoma was assigned to the 2d Naval District throughout her naval career. After patrolling in the vicinity of Newport, R.I., she was transferred in November 1917 to the area of New Bedford, Conn. The boat served there through the end of World War I. Following the armistice, *Acoma* was returned to her owner on 25 November 1918.

II

(YTB-701: dp. 260; l. 100'0"; b. 25'0"; dr. 9'7" (f.); s. 12 k.; cl. *Hisada*)

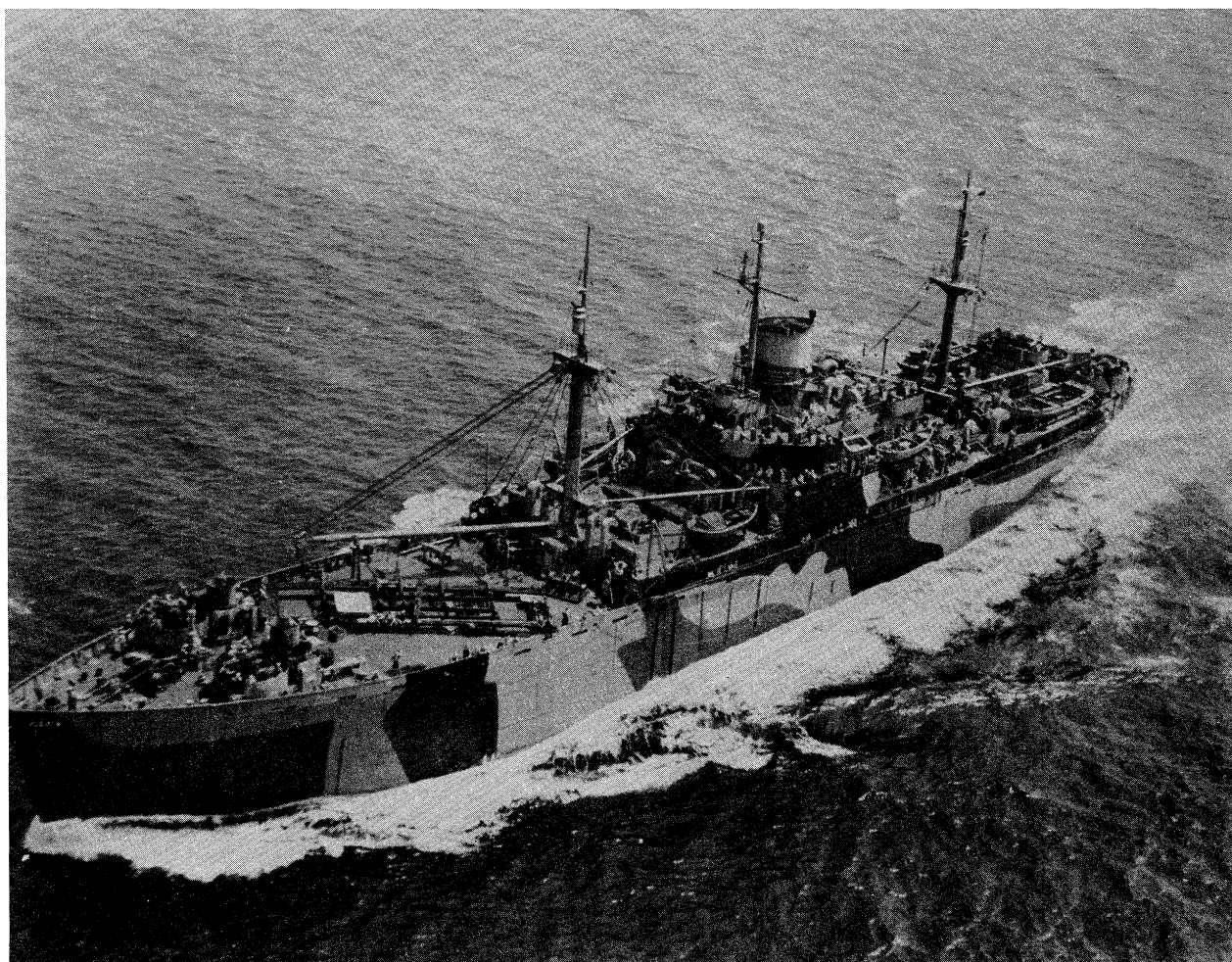
Acoma (YTB-701) was laid down on 2 July 1945 at San Pedro, Calif., by the Bethlehem Steel Co.; launched on 30 August 1945, delivered to the Navy on 12 March 1946; and placed in the San Diego Group of the Pacific Reserve Fleet. However, the tug was activated in August 1946 for duty in the 11st Naval District. That assignment has kept her busy since then. In February 1962, *Acoma* was reclassified a medium harbor tug and was redesignated YTM-701.

She concluded almost 40 years of service in December of 1985 when she was placed out of service. Her name was struck from the Navy list at the same time, and she was subsequently transferred to some unspecified other agency.

Acontius

A mythological Greek youth who lived on the island of Ceos and tricked the beautiful girl Cydippe into marrying him.

(AGP-12: dp. 10,950; l. 413'; b. 60'; dr. 22'6"; s. 14 k.; cpl. 289; a. 1 5", 8 40mm., 12 20mm.; cl. *Acontius*; T. Cl-A)



Acontius (AGP-12) underway off the eastern seaboard, 12 August 1944, in Measure 31, design 12F camouflage (dull black, ocean green and Navy green). (80-G-453343)

Cape Carthage was laid down under a Maritime Commission contract (MC hull 304) on 5 June 1943 by Pusey & Jones Corp., Wilmington, Del.; launched on 12 October 1943; sponsored by Mrs. J. H. Deinlein; acquired by the Navy on 22 December 1943; renamed *Acontius* and designated AGP-12; converted for naval service at Baltimore, Md., by the Maryland Drydock Co.; and commissioned on 23 June 1944, Lt. Comdr. R. G. Heppard in command.

Following shakedown out of Guantanamo Bay, Cuba, *Acontius* steamed to the coast of Panama, transited the canal, and arrived at Tulagi, Solomon Islands, on 18 September. Except for a brief run to the Russell Islands in October, *Acontius* remained anchored in Tulagi harbor tending boats of Motor Torpedo Boat Squadron (MTBRon) 31 until 3 November. On that day, she moved to Blanche Harbor, Treasury Islands, and resumed her tender duties.

On 1 December, *Acontius* got underway for the Palau Islands in company with boats of MTBRons 20 and 31; reached Pelelieu on the 21st; and served there until 28 February 1945. *Acontius* then sailed for the Philippines, dropped anchor in San Pedro Bay on 3 March, and provided services to MTBRons 31 and 69. In August, the tender became the flagship for Commander, Motor Torpedo Boat Squadrons, Pacific Fleet.

After Japan formally surrendered on 2 September, *Acontius* moved to Guinan anchorage, Samar, and there became involved in the inactivation of PT boats. This task was completed in December; and the tender got underway for San Francisco, Calif., on the 29th.

Acontius reached the west coast on 19 January 1946, was decommissioned at San Francisco on 22 March, and returned to the Maritime Commission. Her name was struck from the Navy list on 17 April 1946. In the hands of the Maritime Commission, she resumed the name *Cape Carthage* and carried it until disappearing from the register of merchant ships in the mid-1960's.

Acontius earned one battle star for her World War II service.

Acoupa

A weakfish found off the Atlantic coast of South America.

The name *Acoupa* was assigned to the submarine SS-310 on 23 August 1942, but this *Balao*-class fleet submarine was renamed *Batfish* (q.v.) on 24 September 1942, three months before her keel was laid down.

Acree

John White Acree—born on 23 April 1918 in Lynchburg, Va.—graduated from the University of Virginia before enlisting in the Naval Reserve on 9 August 1940. Following training which included service in battleship *New York* (BB-34), Acree was appointed midshipman, USNR, on 16 December 1940. Upon successfully completing the course at the Naval Reserve Midshipman's School, Northwestern University, Chicago, Ill., he was commissioned ensign on 14 March 1941; assigned to *Enterprise* (CV-6); and he served in that historic aircraft carrier through the tense final months of American neutrality and during most of the first grim year of war following the Japanese surprise raid on Pearl Harbor.

Following that attack, *Enterprise* and her few sister carriers were the principal force which stood between Japan and complete mastery of the Pacific. An unsuccessful search for the Japanese attacking force began the carrier's wartime saga and was quickly followed by duty protecting Allied convoys and by air strikes against Japanese islands in the Central Pacific. Next, she accompanied *Hornet* (CV-8) as that ship carried Army B-25 bombers for Lt. Col. Doolittle's air raid against Tokyo. Although *Enterprise* next raced toward the Southwestern Pacific to help protect Allied shipping lanes to Australia, she was too late to join *Lexington* (CV-2) and *Yorktown* (CV-5) in the Battle of the Coral Sea. However, early in June, she played a major role in the Battle of Midway during which American forces decisively defeated a major enemy task force.

On 15 June 1942—two days after his ship returned to Pearl Harbor and more than a week after the victory at Midway—Acree was promoted to lieutenant, junior grade. Exactly one month later, *Enterprise* headed once more for the South Pacific

and the first major Allied offensive operations of the war in the Pacific, the invasion of the Solomon Islands. Planes from the carrier supported the marines who landed on Guadalcanal and Tulagi and continued to help the leathernecks until Japanese dive bombers seriously damaged *Enterprise* in the battle of the Eastern Solomons on the afternoon of 24 August. Rapid, skillful, and courageous damage control parties—one of which was led by Lt. (jg.) Acree—extinguished the fires, checked the flooding, and patched the ship sufficiently to enable her to make her way painfully back to Pearl Harbor for repairs.

Back in full fighting trim by mid-October, the veteran carrier once more headed for the Southwestern Pacific. There, in the Battle of the Santa Cruz Islands on 26 October, she helped fight off a major Japanese effort to assist their troops on Guadalcanal. The cost of repelling this enemy thrust was great. *Hornet* was sunk, and *Enterprise* suffered three highly destructive bomb hits. Again, Acree led one of the damage control parties which saved his ship, but he perished in the effort.

(DE-167: dp 1,240; l. 306'; b. 36'10"; dr. 14'; s. 19.5 k.; cpl. 215; a. 3 3", 2 40mm, 8 20mm., 3 21" tt., 2 dct., 8 dep., 1 dep. (hh.); cl. Cannon)

Acree (DE-167) was laid down on 30 November 1942 by the Federal Shipbuilding and Dry Dock Co., Kearney, N.J.; launched on 9 May 1943; sponsored by Mrs. John W. Acree, the widow of Lt. (jg.) Acree; and commissioned at the New York Navy Yard on 19 July 1943, Lt. Comdr. William H. Siegmund in command.

After shakedown off Bermuda and training out of Norfolk, Va., the destroyer escort sailed for the South Pacific on 28 September, transited the Panama Canal on 5 October, stopped briefly at the Galapagos Islands three days later, and steamed on independently to Bora Bora in the Society Islands, where she arrived on the 18th. After refueling, *Acree* rendezvoused with SS *Mormacern* on 25 October and escorted her to Noumea, New Caledonia.

As a member of Escort Division 11, *Acree* carried out numerous convoy and antisubmarine patrol operations in the South Pacific during the next six months. Her stops included Espiritu Santo in the New Hebrides; Laotoka, Fiji Islands; Guadalcanal; Noumea, New Caledonia; and the Russell Islands. This routine was broken on 28 April 1944 when the ship joined the antisubmarine screen of Task Group (TG) 50.17, which was formed to refuel Vice Admiral Mitscher's Fast Carrier Task Force, TF 58. She completed this assignment on 3 May, sailed back to Purvis Bay, and began antisubmarine patrol duty off that port.

On 9 June, *Acree* became a member of TG 53.19 slated to take part in the invasion of the Marianas. She arrived off the southern end of Tinian Island on 7 July and provided illuminating and harassing fire on Tinian Town. The destroyer escort opened fire at 1905 and continued firing at 40-minute intervals throughout the night. She moved to Saipan harbor the next day and later joined the antisubmarine screen off Saipan.

For the next four months, *Acree* carried out escort and patrol duties in the central Pacific. On 13 November, *Acree* departed Eniwetok bound for the United States. She stopped at Pearl Harbor on the 21st and arrived at San Francisco on 3 December 1944 and, the following day entered the United Engineering Co., Ltd., shipyard at Alameda, Calif., for overhaul.

The destroyer escort got underway for sea trials on 31 January 1945; sailed for Hawaii on 4 February; and, following her arrival at Pearl Harbor on the 10th, participated in training exercises north of the Hawaiian Islands in company with *McConnell* (DE-163) and *Sangamon* (CVE-26). *Acree* returned to Eniwetok on 24 March and spent the remainder of the war escorting convoys and acting as a barrier patrol off Pacific islands such as Guam, Eniwetok, Ulithi, Saipan, and Kwajalein.

Following Japan's surrender, the ship got underway from Kwajalein on 15 September, bound for home. After a one-day stop at Pearl Harbor, she resumed her eastward voyage and reached San Diego, Calif., on 28 September. On 6 October, she sailed for the east coast and, after transiting the Panama Canal, arrived at New York on 20 October to begin a preinactivation availability. On 29 November, the destroyer escort arrived at Green Cove Springs, Fla., where she was decommissioned on 1 April 1946. *Acree* was struck from the Navy list on 1 July 1972 and sold on 19 July 1973 to the Boston Metals Co., of Baltimore, Md., for scrapping.

Acree earned five battle stars for her service in World War II.

Action

(PG-86: dp 900; l 190'; b. 33'; dr. 14'7"; s. 16 k ; cpl 90; a 2 3";
cl *Action*)

Action (PG-86) was laid down as *CN-304* on 6 January 1942 by the Collingwood Shipyards Ltd., Collingwood, Canada; launched on 28 July 1942; named *Action* on 13 August 1942; accepted by the Navy on 21 November 1942; and commissioned on 22 November 1942, Lt. Kendall Read in command

After she had been fitted out at Boston, *Action* reported to the Commander, Eastern Sea Frontier, on 23 February 1943. She then assumed escort and patrol duty. Throughout the rest of 1943, all of 1944, and the first half of 1945, *Action* escorted convoys between New York and Guantanamo Bay, Cuba. Her next assignment was to patrol the waters in the vicinity of New York and the Narragansett Bay area.

Following the surrender of Germany, *Action* arrived at the Charleston Navy Yard on 28 June 1945; was decommissioned there on 6 September; and she was stricken from the Navy list on 17 September. In October 1946, *Action* was transferred to the Maritime Commission for disposal.

Active

I

(Brigantine: t 60; cpl. 15)

The first *Active*—a brigantine-rigged packet built at Marshfield, Mass., on the orders of the Continental Congress—was launched in July 1779. Under the command of Capt. Corbin Barnes, she made voyages to Bilbao, Spain, in 1780 and to Nantes, France, in 1781. On 23 March 1782, while sailing from Philadelphia to Havana, Cuba, she encountered the British man-of-war *HMS Proserpine* and was captured. The British warship took her into Jamaica where she was condemned as a prize and sold.

Active—a cutter chartered by the Revenue Cutter Service in 1812—took some part in the War of 1812 in the vicinity of New London, Conn., apparently as a part of the naval flotilla blockaded there by a British squadron. However, there is no evidence that she ever served as a Navy ship, and no documents that give the details of her operations have been found.

II

(Sch: t. 122; cpl. 50; a 2 guns)

The second *Active*—a schooner built in Baltimore as *Clara*—was purchased by the Navy in September 1837 for use in the Wilkes Exploring Expedition, but she was found to be unsuitable for that mission. Under the command of Lt. William G. Woolsey, she made a brief cruise along the eastern seaboard serving as a relief ship for merchantmen in distress. She was sold during the summer—some sources suggest the month of July—of 1838.

III

(Tug: dp 296; l. 107'; b. 22'6"; dr. 10'; s. 12 k.; cpl 21; a 2 3",
2 37mm revolving cannon; 1 Gatling)

The third *Active*—a tug constructed in 1888 at San Francisco by the Union Iron Works—was acquired by the Navy from John D. Spreckels Brothers Co. on 18 April 1898 "for auxiliary purposes incident to a state of war." Converted for naval service at her builder's yard, she was commissioned at the Mare Island Navy Yard on 6 July 1898, Ens. Thomas M. Shaw in command.

Active was shifted to the naval station at Bremerton, Wash., in August 1898 and served there as a harbor tug until she returned to Mare Island in 1899 to commence a long tour of duty. On 18 April 1906, an earthquake nearly demolished the city of San Francisco, and fires raged in its aftermath. Since the city fire department was nearly helpless, the Navy lent a hand. *Active*

departed Mare Island that morning with a detachment of marines and immediately lay alongside Pier 8, playing out several hose lines to fight the nearest part of the blaze. For the remainder of the week, the crews of *Active*, the torpedo boat destroyer *Perry*, and the fire tug *Leslie* fought fires and policed and patrolled the districts in which they labored. *Active* later assisted in saving the Pacific Mail dock and that general section of the San Francisco waterfront. On 21 April, *Active* steamed to Mare Island to bring back relief firefighters from the crews of the cruisers *Chicago* and *Marblehead*.

Transferred to the Naval Training Station at San Francisco on 10 May 1915, she returned to Mare Island in 1918. She was renamed *Lively* on 11 April 1918; on 17 July 1920, she received the hull number YT-14.

In 1926 the tug sank at her moorings alongside a dock at Mare Island. A board of inspection and survey deemed *Lively*—raised after the accident—unfit for service and she was decommissioned on 16 August 1926. Her name was struck from the Navy list on 28 August 1929. She was sold to the Puget Sound Tug and Barge Co., of Seattle, on 11 February 1930 and resumed commercial service. She was renamed *Active* around 1937-1938.

Reacquired by the Navy under a bareboat charter at Seattle, Wash., on 2 March 1942, the tug was designated as the unnamed YT-323. Converted for naval work by the Lake Washington Shipyards, Houghton, Wash., YT-323 was placed in service on 30 April 1942 and assigned to the 13th Naval District to provide towing services at Kodiak, Alaska. She was later reclassified as a medium harbor tug, YTM-323, on 11 May 1944, and was placed out of service on 6 August 1945. Struck from the Navy list on 1 September 1945, the tug was returned to the Puget Sound Tug and Barge Co., which operated her as *Active* until 1963, when she was scrapped.

IV

(MB: l 36'4"; b. 8'3"; dr 2'9"; dph 6'4")

The fourth *Active*—a motorboat built at Bay Shore, N.Y., for the Coast Guard—came under Navy control when the Coast Guard was transferred to Navy jurisdiction soon after the United States entered World War I in April 1917. She served the 9th Naval District at Chicago, Ill., carrying out section patrol duties. An Executive order dated 28 August 1919 returned the Coast Guard to the jurisdiction of the Treasury Department, and *Active's* name was struck from the Navy list that same day. Her subsequent fate is a mystery. By 1923, her name disappeared from the Coast Guard vessel register.

V

(YT-112: dp 270; l. 101'4"; b 24'0"; dr 10'9"; s. 10 k ; cl *Active*)

The fifth *Active* (YT-112) was acquired by the Navy from the United States Shipping Board on 20 April 1925 and placed in service at New York on 27 April 1925. The harbor tug spent her entire 21-year naval career serving the 3d Naval District from her base in New York harbor. She was placed out of service on 5 June 1946, and her name was struck from the Navy list on 19 June 1946. Though her fate is not known for certain, her age and length of service would suggest that she was sold for scrap soon thereafter.

Actus

(MB: t 99; l. 107'8"; b 15'0"; dr 5'6" (forward); s. 15 k ;
cpl 23; a 2 3-pdrs)

Soon after the United States entered World War I, *Actus* (SP-516)—a yacht constructed in 1907 at Neponset, Mass., by George Lawley & Sons—was taken over by the Navy from Mr. E. B. Dane; commissioned on 18 April 1917—Ens. H. A. D. Cameron, USNR, in command; and, on 26 May 1917, over a month later, formally purchased by the Government.

Assigned to the 1st Naval District, *Actus* spent the entire war patrolling Cape Cod Bay and the harbors of Boston and Plymouth. After the war ended in November of 1918, she continued to serve the Navy at the Boston Navy Yard in some type of yard craft status. She also performed some unspecified service for the

Naval Overseas Transportation Service office at Boston in May and June of 1919. She was decommissioned at Quincy, Mass., on 8 July 1919. A little over a year later, on 20 July 1920, she was transferred to the War Department. Presumably, her name was struck from the Navy list at about the same time.

Acubens

The brightest star in the constellation, Cancer.

(AKS-5: dp. 14,550; l. 441'6"; b. 56'11"; dr. 28'4"; s. 12.5 k.; cpl. 193; a. 1 5", 4 3", 4 40mm., 20 20mm.; cl. *Acubens*; T. EC2-S-C1)

Acubens (AKS-5) was laid down under a Maritime Commission contract (MCE hull 1935) on 25 November 1943 by the Delta Shipbuilding Co., New Orleans, La.; launched on 8 January 1944; sponsored by Mrs. J. A. Farrington; acquired by the Navy on 9 February 1944; converted for naval service by Todd-Johnson Drydocks, Inc., New Orleans; and commissioned on 15 July 1944, Comdr. Edward B. Ellis in command.

Following shakedown out of Norfolk, Va., and a short run to New York City, *Acubens* sailed for the Panama Canal on 8 September and entered the Pacific. The ship dropped anchor at Hollandia, New Guinea, on 25 October and remained there until 10 November issuing stores to vessels of Task Force 76. On the 10th, *Acubens* transported a load of ammunition to Brisbane, Australia. The ship left Australia on 13 December bound for the Philippines and reached Leyte on the 21st.

Acubens remained based in the Philippines for the duration of the war. Her routine consisted of loading stores at Milne Bay, New Guinea; proceeding to Manus Island to load more provisions, then steaming back to the Philippines to distribute her cargo. *Acubens* departed the Philippines on 25 November 1945, bound via Pearl Harbor for the California coast.

The stores ship arrived at San Francisco on 22 December. Shortly thereafter, work was begun to prepare the ship for decommissioning. *Acubens* got underway on 18 January 1946 to return to Pearl Harbor, where she was to be laid up. *Acubens* was decommissioned on 11 March 1946 and was struck from the Navy list on 17 July 1947. The ship was then transferred to the Maritime Commission for disposal.

Acushnet

A town in Bristol County, southeastern Massachusetts, on an inlet of Buzzard's Bay, settled about 1658-1659. The town was named for an Indian village that occupied a part of the site of the present city of New Bedford, Mass.

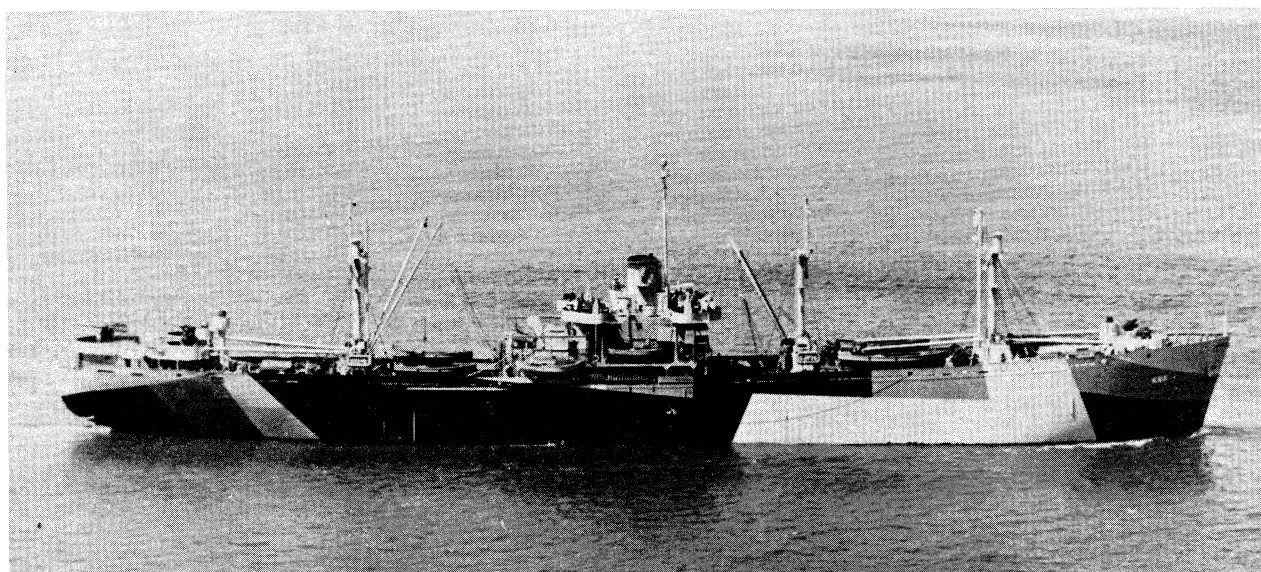
(RC: dp. 860; l. 152'0"; b. 29'0"; dr. 13'9"; s. 12.5 k.; cpl. 38; a. 2 1-pdrs.; cl. *Acushnet*)

Acushnet—a steel-hulled revenue cutter—was launched on 16 May 1908 at Newport News, Va., by the Newport News Shipbuilding and Drydock Co.; sponsored by Miss Alayce Duff; and commissioned at Baltimore on 6 November 1908.

Acushnet was assigned to the Revenue Cutter Service station at Woods Hole, Mass., with her cruising grounds to encompass Buzzard's Bay, Nantucket Shoals, and adjacent waters. Departing the depot at Arundel Cove, South Baltimore, on 8 November, *Acushnet* reached her home port on the 27th.

Over the next decade, *Acushnet* operated out of Woods Hole and ranged the middle and northeastern seaboard of the United States, occasionally visiting the depot at Arundel Cove, Curtis Bay; the towns of New Bedford and Marblehead, Mass., New London, Conn., and Norfolk, Va. She patrolled regattas—including Ivy League contests between Harvard and Yale—and represented the Navy at such events as the International Yacht Races at Marblehead and the Cotton Centennial Carnival at Fall River, Mass., in June 1911. In addition, due to her robust construction, the ship performed yearly "winter cruising" in the bitterly cold sea lanes of the North Atlantic to assist ships and mariners in distress. During the first decade of her service, an Act of Congress became law on 28 January 1915 joining the Lifesaving Service and the Revenue Cutter Service to form the United States Coast Guard.

Upon the entry of the United States into World War I in the spring of 1917, the Coast Guard cutter came under the aegis of the United States Navy as the Treasury Department relinquished control of its ships so that they might take part in the conflict. Initially, her station remained the same, Woods Hole; but, in the winter of 1917, she shifted to more northern climes. Her winter-cruising activities then proved to be good conditioning for her duty during the latter half of December 1917 and the first few months of 1918.



Acubens (AKS-5) underway in Hampton Roads, 14 August 1944. Note the ship's Measure 32 pattern camouflage and her "Liberty Ship" lines. (80-G-248504)



Acushnet (AT-63), at the Norfolk Navy Yard, 3 September 1941; the British fleet carrier *Illustrious*, undergoing repairs, looms in the background. Also visible are the covered lighter YF-244 and the open lighter YC-265. (19-N-25509)

In mid-December 1917, upon the disablement of the cutter *Androskoggin* by a severe gale, *Acushnet* was dispatched to Mirimachi Bay to aid the distressed steamer *Cadoras*. However, she soon reported that the severe storm had forced her to heave to off Halifax before carrying out her assignment. Before she could resume her mission, the object of her concern, *Cadoras* was later damaged so severely by the storm that she was abandoned as a total wreck.

Acushnet was next ordered to search the Gut of Canso for American Shipping Board vessels in distress, but soon received orders to prepare to tow and convoy the steamer *War Victor* to New York. Meanwhile, *Acushnet* carried out her assignment and reported that two of the four vessels in the Gut had been held up for want of coal; a third one was being repaired with 10 days estimated for completion of repairs; and the last, *War Victor*, was busily engaged in repairing a broken rudder. On 18 December, the day after the cutter had wired her report on shipping in the Gut, she radioed that she would be ready to tow and convoy *War Victor* as soon as she coaled, and added ominously: "Weather severe, coal scarce."

Taking advantage of a sudden change to good weather and the fact that no other vessels in the Gut required such assistance, *Acushnet* soon got underway from Port Hawkesbury, Nova Scotia, with *War Victor* in tow, and reached New York on the evening of 23 December. She then received four days of needed voyage repairs at the New York Navy Yard, Brooklyn, N.Y., before returning to her base at New London. After taking on

board hawsers and charts for Nova Scotia and the Gulf of St. Lawrence, the cutter sailed for Halifax to relieve the Navy tugs *Sonoma* and *Ontario* in standing ready to provide assistance to Shipping Board vessels in the northern waters.

On 4 January, *Acushnet* received word that heavy ice had closed the Gut of Canso and that passage should be made north of Cape Breton; in addition, she was to search for survivors of the sunken steamer *Iroquois*, whose men were believed to have been shipwrecked on Bird Rock, north of Magdalen Island. Sailing from New London that day, the ship soon encountered a fierce northern gale and anchored in Nantucket Sound to await better weather. Her captain reported that so much ice had formed on the ship from the freezing of wind-whipped spray that her stability was seriously threatened.

However, before disaster struck, the tempest moderated and enabled *Acushnet* to relieve *Sonoma* at Souris on 10 January 1918. The latter soon proceeded to Halifax for coal. *Acushnet* then attempted to reach the shipwrecked mariners reported to be at Bird Rock but discovered weather conditions to be too severe to permit it.

Acushnet again attempted to reach Bird Rock on 17 January but was compelled to turn back due to heavy ice between Cape North and St. Paul Island. *Acushnet* accordingly altered course for Halifax and reported closely packed ice 25 miles from Sydney, Nova Scotia, that, in local opinion, threatened to block the harbor. She subsequently reported that an "ice expert" at Sydney, Nova Scotia, had advised strongly against risking *Acushnet* above

Cape North. There, the master of the Canadian Government icebreaker *Stanley* reported that it was impossible to reach the steamer *SS Keynor* which was stranded at Gaspé and that his ship could not tow any vessel through the ice. *Acushnet's* commanding officer accordingly radioed the Navy Department that, under the prevailing ice conditions, he could do no more to carry out his orders. He proposed towing the disabled merchantmen in that port out of Stanley harbor before the ice reached it, but the master of neither ship—*SS Cicoa* and *SS German*—wanted to leave port.

Subsequently, *Acushnet* reached Halifax on 19 January for coal. Once there, she also learned that *Cicoa*, investigating the report of shipwrecked mariners, had managed to close Bird Rock on 11 January and signalled two men plainly visible on shore, but had received no reply to her signals. *Acushnet's* commanding officer considered this proof that there were no shipwrecked men there.

Shifting to Louisburg, Nova Scotia, soon thereafter, *Acushnet* attempted to float the damaged steamship *Angouleme* but after four attempts radioed that the methods being used to salvage the ship were impracticable, the discouraging situation leading *Acushnet's* skipper to radio on 28 January that "extensive wrecking operations" were required. The following day, 29 January, *Acushnet* departed Louisburg with *SS Key West* in tow, and took her to Halifax where they arrived soon thereafter.

Acushnet left Halifax on the last day of January with *SS Adrian Iselin* in tow, and brought that ship to anchorage off Stapleton, New York, on the afternoon of 3 February. Her arduous duty in Nova Scotian waters had caused the ship such great wear and tear that she needed a long stint of repairs before returning to sea. Thus, her crew enjoyed a brief respite from her toil that lasted into the second week of February, 1918.

Upon completion of the yard work, *Acushnet* sailed for Newport, R.I., to tow a floating derrick from Newport to Hampton Roads, departing the former port at 0900 on 24 February. Bad weather forced the ship and her valuable tow to put into New York on 28 February until improved conditions permitted her to resume her voyage.

After delivering her charge to Norfolk, *Acushnet* loaded a cargo of speaking tubes and delivered them to the navy yard at Charleston, S.C., where subchasers were being fitted-out for service, before proceeding on to the Washington Navy Yard to take on board 13 3-inch guns earmarked for installation in 110-foot subchasers then under construction. Delivering the load of ordnance to New London soon thereafter, *Acushnet* reached New London in mid-March before she put into the Boston Navy Yard for repairs and alterations to living spaces on board on the 22d of that month.

Upon completion of repairs on 8 May, *Acushnet* proceeded to Bristol, R.I., and took delivery of the seaplane barge being built there for the Navy by the noted boat builders of the Herreshoff Manufacturing Company. She then delivered the boat to the New York Navy Yard and loaded a cargo of ammunition to be delivered to the Naval District Base, New London. *Acushnet* then took stores consigned to the Special Antisubmarine Force at Norfolk, Va., departing New London on 20 June and reaching her destination two days later. Upon arrival, she landed her cargo which included a special "listening device" and engine spare parts for subchasers. *Acushnet* departed Norfolk on the 23d and reached Lewes, Del., that same day to perform a brief period of temporary duty attached to the 4th Naval District.

Assigned to salvage duty in early July 1918, *Acushnet* was to enjoy special status, the Navy Department specifying on 16 July 1918 that "orders for movement of *Acushnet* will be issued from Washington and this vessel is not to be diverted to any other duty except by special permission from Operations . . ." In this "new" capacity, the ship performed the same type of duty common to Coast Guard cutters—the removal of menaces to navigation and the assistance to ships in distress. For the next few weeks, basing at New London, *Acushnet* rendered assistance to the steamer *Mahoning* and the steamer *Lake Crystal*. During that time, the cutter received word on 4 August that she and *Salvor* were to be assigned to the Boston Station of the Northern District, but were to remain temporarily based on the salvage station at New London until the completion of the Boston base.

In September and October, *Acushnet* continued her salvage operations out of New London, receiving a respite to tow *Charles Wittemore*, a mission—despite its not being "salvage duty"—she was assigned under special permission since no other tug was

available. She also assisted *Helvetia* and the schooner *Eleanor Powers* before being ordered to the Boston Navy Yard late in October for repairs and alternations. While there, the armistice was signed in France, ending hostilities.

Acushnet took *Torpedo Testing Barge No. 2* to New London and, later, to Newport, in February and March 1919, respectively, before escorting *Eagle No. 1* and *Eagle No. 3*—slated for service in North Russia—to the New York Navy Yard on 4 and 5 March for repairs and alterations to prepare them for their future distant service. Later, *Acushnet* again towed *Torpedo Testing Barge No. 2* from Newport to New London and back before taking the coal barge *YC-289* from New London to Melville, R.I., and then returning to Boston to resume her duty as a salvage vessel.

However, this employment was soon to end, since, on 15 May 1919, Acting Secretary of the Navy Franklin D. Roosevelt ordered the Navy to discontinue salvage operations on civilian vessels. As a result, the cutter was assigned to the 1st Naval District on 28 May 1919.

Acushnet's naval service continued into the summer. Between 11 and 24 June, in company with the tug *East Hampton*, she towed *Floating Derrick No. 21* from Boston to the New York Navy Yard and the floating derrick *Hercules* thence to Boston. Subsequently, *Acushnet* proceeded to New London, where she was to assist in mooring and handling *G-2* (Submarine No. 31) during depth charge and net experiments in nearby Niantic Bay. Tragically, on 30 July 1919, the submersible suddenly flooded and sank, drowning three of the six-man inspection team then on board.

On 8 August 1919, following the completion of her part in the experimental work at New London, *Acushnet* received orders to return to the 1st Naval District; and, on 22 September 1919, she was returned to the Treasury Department for a resumption of Coast Guard service.

Resuming operations out of Woods Hole, *Acushnet's* cruising during the winter of 1919 and 1920 was highlighted by the assistance she rendered to the damaged USAT *Powhatan* which had been rendered powerless by clogged pumps, a flooded fireroom, and disabled machinery while proceeding from New York to Antwerp, Belgium, in January 1920 with some 500 passengers on board and a cargo valued at over \$2,500,000. As she drifted at the mercy of the North Atlantic gales, *Powhatan* sent out a call for assistance by wireless. Aid soon arrived in the form of the Canadian steamer *Lady Laurier*, two destroyers, *Leary* (Destroyer No. 158) and *Sharkey* (Destroyer No. 281), and USAT *Northern Pacific*. USCGC *Ossipee* appeared on the evening of 22 January and, upon request of *Leary*, removed 102 passengers and their baggage in boats from the cutter.

Summoned to the scene by the same SOS that had brought *Ossipee* and later, USCGC *Gresham*, to the area, *Acushnet* departed Woods Hole and arrived in the vicinity early on the morning of 23 January, finding that *Lady Laurier* had *Powhatan* in tow. The poor handling characteristics of the powerless transport, however, necessitated *Acushnet's* passing a 10-inch line to *Powhatan's* stern to aid in steering the ship while *Ossipee* ran a 12-inch line to the ship's bow. When this arrangement had been completed, the convoy set out. However, *Acushnet's* line parted but was quickly replaced, and the convoy resumed its progress toward Halifax at a snail's pace.

USCGC *Gresham* relieved the two "flushdeckers" late on the 23d, and all went well until the next morning when one mishap after another occurred to dog the salvager's efforts. *Ossipee's* line to *Lady Laurier* parted, as did *Acushnet's* to *Powhatan*. Although the Coast Guardsmen managed to get lines back to their respective ships, *Ossipee's* again parted, leading *Powhatan* to signal that it would take the better part of the day to heave in chain and hawser and start over. The operation thus suspended until the arrival of a tug, *Powhatan* let slip *Acushnet's* hawser.

By this time, the weather had worsened considerably. A strong northeasterly gale, in concert with a blinding snowstorm, caused all ships to lose sight of each other in the swirling whiteness. *Powhatan* did not reappear until the afternoon of the 25th. That evening, however, the little convoy received reinforcement in its battle when the American Wrecking Co. tug *Relief*—an appropriate name—arrived the morning of the 26th and picked up the tow. The group then again set out, with *Ossipee* aiding in steering *Powhatan* with a line on her starboard quarter and *Acushnet* leading the procession, ahead of *Relief*, *Lady Laurier* and *Gresham* stood by the convoy. Although the weather worsened